

INTIMATIONS

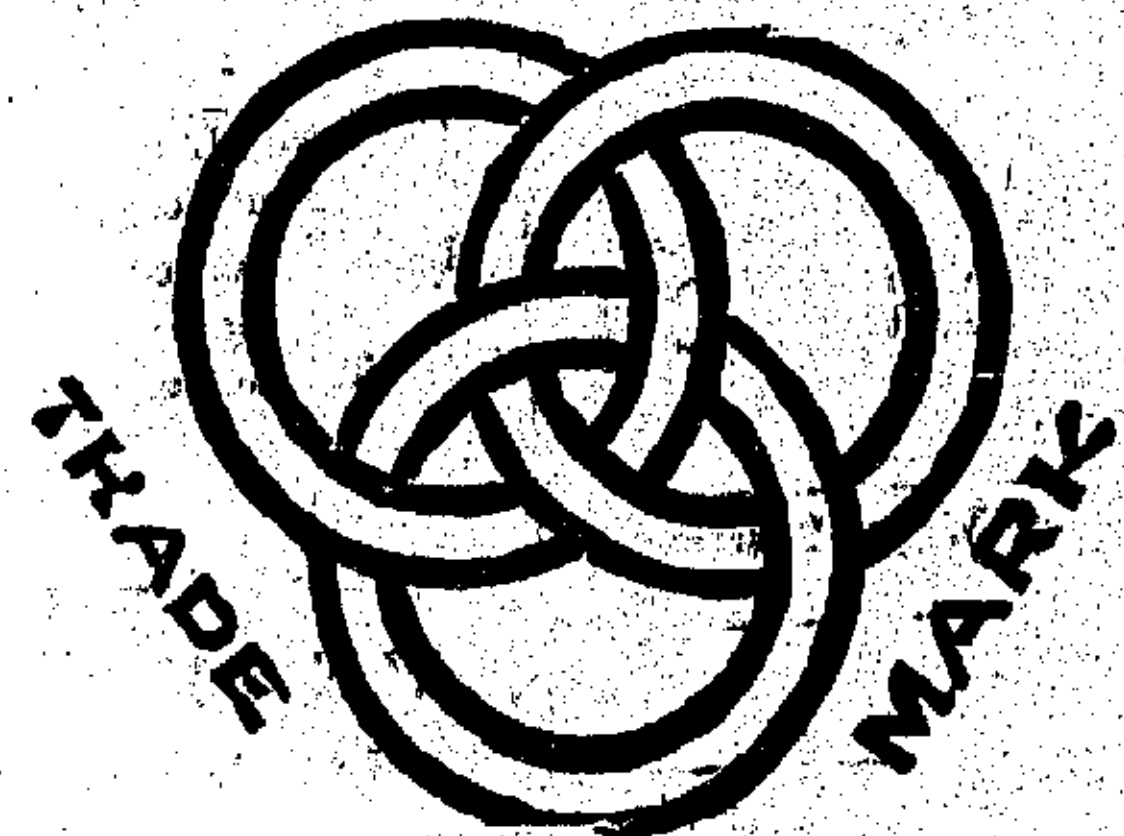
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CO., LTD.,

LONDON.

HONGKONG SHARE MARKET. THE JAPANESE LOAN TO A CHINESE BANK.

Messrs. Vernon & Smyth, in their weekly share report dated the 10th March, 1917, state:

Since our last report of 2nd inst., our local market has shown a little more life, although prices, with the exception of China Sugars, are mostly lower and the volume of business still leaves much to be desired. There is a good demand for April and May for most of the speculative stocks, with few sellers to be found, at the present reduced prices. Investment stocks are mostly the turn lower, and the return on present prices is attractive enough to bring in buyers, were it not for the scarcity of money. Shanghai market remains quiet. Singapore shows a slight improvement in many instances. The Tapha Company has declared a final dividend of 15 per cent, making 35 per cent. for the year. The Malakoff Company pays a final dividend of 20 per cent, making 30 per cent. for the year. The following are to-day's wired quotations from Singapore:

Alor Gajahs \$3.90
Ayer Panas 11.80
Glenclyns 2.35
Kedahs 4.00
Kempas 8.10
Malakoff Pindas 2.40 cum div. of 10 cts
Malakoff 4.90 cum div. of 40 cts
New Serendabs 4.40
Sandercofts 5.20 cum div. of 15 cts
Tapias 22.50 cum div. of 21.50

Plantation Rubber in London is quoted at 3/24. Bar Silver is quoted at 37. Sterling T.F. is 2/4. Singapore T.T. is 99. Shanghai T.T. and the Bank's buying rate for 3 d/s bills are both nominal.

BANKS.—Have receded to a selling quotation of \$800, and probably a little less would be accepted.

MARINE INSURANCES.—Have been dull and heavy. Cautions are quoted \$370 nominal. Unions are on offer at \$350. Yangtzes are unaltered at \$235, with exchange 73. North Chinas are slightly lower at \$150 nominal.

FIRE INSURANCES.—Hongkong Fires are weaker at \$360 nominal, but there are probable small buyers at \$355. China Fires are wanted at \$155.

SHIPPING.—Douglases have been weak and quite out of favour, and, with a few forced sales, have been done at \$100, but at this price few shares are offering.

INDO-CHINA DEFERRED.—Weakened to \$119, but are now in good demand at \$120 cash, and \$121 for the Settlement. There is also a good demand for April and May at proportionate rates. Steamboats, after small sales at \$18, are on offer at this figure. Star Ferries are nominal at \$33.

ONLS.—Sales of Langkats have been made at \$15, 17 and 18, and market closes steady. Small sales of Shells at 100/- are reported, but no shares are available at the closing quotation of 103/- nominal. Ural Caspians remain at 28/- nominal.

REFINERIES.—China Sugars have been done at \$112, but market has since advanced materially, and the closing quotation is \$150 buyers for cash, with small sellers at \$121 for the Settlement. The Company has declared a dividend of \$12 per share, thereby falsifying the rumour, which were freely spread last month, as to an unsatisfactory result on the year's working. Malabars have been quiet, and are unchanged at \$33 nominal.

MINING.—Kailans are nominal at 30/- and Haubs at \$2.25, while Tronols are an offer at 30/-.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been a quiet market. Sales are reported at \$125 and \$125, and there is a good demand for them at \$127 for April. Kowloon Wharves are weaker with sellers at \$81. Shanghai Docks have come to business at \$15. 83.

LANDS, HOTELS AND BUILDINGS.—Lands are offering at \$61. Sales are reported of West Points at \$60 and of Humphreys at \$61. Hotels at \$102, and Central Estates at \$93 are both nominal.

CORROD MILLS.—Shanghai Cottons are wanted at \$118 after sales at \$116 and \$116. Kung Yiks are lower with buyers at \$113. Ewas are required for at the reduced rate of \$140. Yangtzepons are offering at \$5.

MISCELLANEOUS.—Cements have been very quiet. Sales were reported at the \$11.20 down to \$10.90, in spite of the favourable dividend of \$1.30 per share. They close steady at \$11 for the settlement. China Boraxes could be placed at \$5.00 and China Lights at \$4.65. Electric are in demand at \$40. Ropes are to be got at \$31 and Tramways have weakened to a selling quotation of \$7.20. Peak Tramways are nominal at \$9.20. China Providents are on offer at \$8.20. Watson's have been done at \$63 and there are further buyers.

MEMO.—Next Settlement Day 29th March.

MANILA PAPERS RAISE THEIR PRICES.

Due to the effects of the war, and the increased cost of paper and printing materials, the five Philippine daily newspapers of Manila raised their subscription and selling rates as from March 1st.

In taking this course the Philippine daily newspapers of Manila are simply doing what has been done by a great number of newspapers in Europe and the United States, and the public is warned that further increases may be found necessary before the war is over. However, "conditions here are luxurious as compared with, say, France, where the newspapers are limited to single sheets, and Holland, where one day each week no newspapers are allowed to publish."

The above figures are exclusive of the allotments from pay.

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STATEMENT BY MR. TSAO JULIN.

Mr. Tsoo Julin, Director-General of the Chinese Bank of Communications, has given an explanation of the loan of \$5,000,000 obtained from Japanese sources.

"The Government owes our Bank \$30,000,000, and as it cannot repay us even a part of the debt, at present, we have concluded a loan of \$5,000,000 from three Japanese banks, in order to restore the Bank's business," declared Mr. Tsoo. "The sum of \$5,000,000," continued Mr. Tsoo, "was borrowed solely for the reorganization of the Bank of Communications and for the development of its business. Therefore the loan is purely commercial in nature. There is no good reason for making comments on the matter, and least of all, for attacking us. We are merchants, and doing our regular business. The loan, I must emphasize, is a commercial transaction between the Bank of Communications and the Japanese banks. It is not going to be used for political purposes."

"From the purely business standpoint the present loan is the best that we can ever obtain from the Japanese bankers. No discount and no commission for the lenders whatsoever were allowed, and the Bank of Communications received the net sum of \$5,000,000."

"The promise of the Bank of Communications to approach these three Japanese banks first should further loans be needed has caused much of the adverse criticism. But the promise is conditional, and the condition is that we shall borrow money from the Japanese bankers in future if their terms are acceptable."

"\$1,000,000 of Lung-Hai Railway Loan Bonds and \$4,000,000 in Treasury Bonds constitute the security for the loan. These bonds are the property of the Bank of Communications, and no reason exists for protests of any kind from any quarters against the use of what belongs to the Bank."

"There is nothing strange about the employment of a Japanese adviser by the Bank of Communications, a decision which has raised some unfavourable comment on the part of the public. The Japanese adviser is to receive \$100,000 a year, or less than a thousand dollars a month. As to his power, he has none. He is an adviser pure and simple. To employ a foreign financial expert as a bank's adviser is common enough even in foreign countries. Such an adviser is certainly needed by the Bank, because it contemplates the reorganization and extension of its business throughout the country. As Chinese knowledge of modern finance is limited, we deem it advisable to employ a foreign financial expert to help us in the reorganization of the Bank."

"It is absolutely untrue that the Japanese adviser is really the Vice-President of the Bank, or that the employment of the Japanese adviser will result in the partial control of the Bank by the Japanese through him."

HIGHER SEPARATION ALLOWANCES.

THE NEW SCALE.

INCREASED COST OF LIVING.

It is officially announced that in view of the prevailing high prices of the necessities of life it has been decided to make certain increases in the rates of separation allowances payable for the children of sailors and soldiers.

For the lowest ranks in the Navy and Army (seaman and private) the additions to existing allowances will be—

Where there is a wife drawing separation allowance, 2s. a week for the first child, 1s. 6d. each for the second and third, and 1s. for the fourth and each succeeding child.

Increased allowances will also be given to the children of sailors and soldiers of higher rank where the total allowance to the family exclusive of the man's contributions would otherwise be less than that to the family of a man of the lowest rank on the new scale.

For children of sailors and soldiers of all ranks entitled to the motherless rate of allowance, the addition will be—

For any child living singly, 2s.; and where two or more children of the same family live together, 2s. to the first and 1s. to each other child.

The increases will be granted up to age 16. Beyond that age allowances will continue to be made at the present rates, and under present conditions.

With these additions the rates of sailors and soldiers respectively where all the children are under 14 will be as follows:

NAVY.

NAVY.

NAVY.

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HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

(a) The undermentioned are granted leave for the duration of the war with effect from the dates mentioned:

No. 1544 Corpl. L. S. Greenhill from 5.3.17.

No. 1519 Gr. J. C. England from 8.3.17.

No. 1617 Pte. T. Taylor from 8.3.17.

No. 1731 Pte. D. G. Cheesman from 5.3.17.

No. 1735 Pte. A. E. Cocks from 5.3.17.

No. 2046 Pte. F. D. Bisecker from 3.3.17.

No. 1370 Bomb. A. G. Macdonald from 8.3.17.

(b) No. 1489 Lieut. Cpl. J. M. Walker is granted 2 months' sick leave from 3.3.17.

No. 804 Pte. L. Le Breston is granted 7 months' sick leave from 7.3.17.

No. 1402 Pte. A. M. Wilkie is granted 1 year's sick leave from 7.3.17.

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The undermentioned have been struck off the strength of the Corps with effect from 7.3.17:—No. 2044 Pte. S. R. Moore, No. 2013 Spr. E. Bryant, and No. 1634 Pte. J. S. Rodrigues.

GUARDS.

Until further orders guards will parade at 5.40 p.m.

PARADES.

Sunday, 11th inst.:—

8 a.m. Artillery Battery, Belchers 6' Section, Left, Centre, Right Sections M.G. Co., Scouts Co., Civil Service Co., and Signalling Section on Praya, just east of Bluffs Pier, and proceed by launch to Kowloon City Range for Field Firing. Dress: Drill order (helmet) with haversack, waterbottle (filled), two pouches and 20 rounds ball ammunition.

Monday, 12th inst.:—

5.10 p.m. Left, Centre, Right Sections M.G. Co., Scouts Co., and Civil Service Co. in marching order with 150 rounds ball ammunition outside Courts of Justice and proceed by car to Polo Ground.

5.15 p.m. Recruits of all units at Headquarters under Corpl. Edgecombe and Corpl. Grames.

5.30 p.m. Artillery Battery at Belchers Battery.

8 to 10.30 p.m. E.L. class No. 1 and Engine Drivers of class No. 3 at Belchers Battery.

8 to 10.30 p.m. Electricians of class No. 3 at Kowloon West Battery.

Tuesday, 13th inst.:—

7.30 a.m. Belchers 6' Section at Belchers Battery.

5.15 p.m. Stretcher Bearer Section at Headquarters.

5.15 p.m. Mounted Section at Jockey Club Stables.

5.30 p.m. Signalling Section "A" and "B" classes at Wellington Barracks.

5.30 p.m. Artillery Battery at Belchers Battery.

8 to 10.30 p.m. E.L. class No. 2 at Belchers Battery.

8 to 10.30 p.m. Electricians of class No. 3 at Kowloon West Battery.

Friday, 16th inst.:—

7.30 a.m. Belchers 6' Section at Belchers Battery.

4.45 p.m. Left, Centre, Right Sections M.G. Co., Scouts Co., and Civil Service Co. in Field Service marching order (waterbottle filled), with 150 rounds ball ammunition outside Courts of Justice and proceed by car to Polo Ground. The G.O.C. will be present at this parade.

5.15 p.m. Recruits of all units at Headquarters. Corpl. Edgecombe and Corpl. Grames will attend.

5.30 p.m. Signalling Section "A" and "B" classes at Wellington Barracks.

5.30 Artillery Battery at Belchers Battery.

8 to 10.30 p.m. E.L. class No. 2 at Belchers Battery.

DETAILS.

On duty 18th inst.—Centre Sec. M.G. Co., 19th inst.—Right Sec. M.G. Co., 20th inst.—Scouts Company, 21st inst.—Scouts Company, 22nd inst.—Civil Service Co., 23rd inst.—Artillery Battery, 24th inst.—Belchers 6' Section.

Orderly Officer from 18th to 24th inst.—Lieut. Danby.

A. F. CHURCHILL, Capt., Adjutant, H.K.V.C.

9th March, 1917.

NOTICE.

A Meeting of the members of the Sergeants' Mess will be held in the Mess Room at 6.30 p.m. on Monday, 12th inst. All members are requested to attend.

Where the wife of a sailor or a soldier without children is unable from ill-health or other cause to supplement her separation allowance by her earnings, and her income is insufficient to meet the increased cost of living, her case will be considered by the Local War Pensions Committee of the Statutory Committee. Claims for increased allowances to dependents of sailors and soldiers on the ground of increased cost of living will be similarly considered.

HONGKONG RESERVE.

ORDERS BY MAJOR WALKER, V.D.

DETAILS.

On duty from the morning of Sunday, 11th March, to the morning of Sunday, 18th March—"A" Coy.

H.K.V.C. Orderly Officer—Lieut. A. M. Thornhill.

Next for duty—H.K.V.C. PARADES FOR THE WEEK ENDING 17TH MARCH.

Saturday, 10th inst.:—

The parade ordered for Saturday, 10th inst., is cancelled by order of the General Officer Commanding.

Monday, 12th inst.:—

Sergeants will attend a class of Instruction in Bayonet Fighting at Scandal Point at 5.15 p.m. Dress: Drill order.

Recruits on the Cricket Ground at 5 p.m. under Instructor Sergt. Oxberry. Dress: Drill order.

Signalling Section: "A" and "B" Classes at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor L/Cpl. G. Lloyd. Dress: Clean fatigue.

L/Cpl. G. Lloyd. Dress: Clean fatigue.

Machine Gun Section at Wellington Barracks at 5 p.m. under Instructor Sergt. Oxberry. Dress: Clean fatigue.

Tuesday, 13th inst.:—

"A" and "B" Cos. on the road outside the Law Courts at 5 p.m. Kowloon and Tai Koo Sections on the Polo Ground at 5.15 p.m. Dress: Drill order.

Mounted Section at Jockey Club Stables at 5.15 p.m. Dress: Drill order.

Wednesday, 14th inst.:—

Recruits on the Cricket Ground at 5 p.m. under Instructor Sergt. Oxberry. Dress: Drill order.

Machine Gun Section at Wellington Barracks at 5 p.m. under Instructor Sergt. Oxberry. Dress: Clean fatigue.

Mounted Section at Jockey Club Stables at 5.15 p.m. Dress: Drill order.

Signalling Section: "A" Class at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor L/Cpl. G. Lloyd. Dress: Clean fatigue.

Friday, 16th inst.:—

"A" and "B" Cos. on the road outside the Law Courts at 5 p.m. Kowloon and Tai Koo Sections on the Polo Ground at 5.15 p.m. Dress: Drill order.

Signalling Section: "A" Class at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor L/Cpl. G. Lloyd. Dress: Clean fatigue.

FIELD PRACTICES.

Field Practices will take place in the neighbourhood of Kowloon City Range on the following dates:—

Sunday, 18th inst.:—"B" Coy.

Sunday, 19th inst.:—"B" Coy.

Orders as to time of parades and instructions will be issued later.

All members whether exempted or not are required to fire these practices.

STRENGTH.

Pte. G. E. Wetton having joined is allotted Corps No. 646 and posted to Coy. "A," Platoon No. II, Section 8.

No. 478 Pte. D. W. Craddock is permitted to resign.

TRANSFER.

No. 89 Pte. J. H. Mead is transferred to the Mounted Section.

No. 62 Pte. E. M. Hazland is transferred from Coy. "A," Platoon No. II, Section 8, to Coy. "D."

(Sgd.) G. K. H. Buxton, Capt., Adjutant, H.K.V.C.

Hongkong, March 9th, 1917.

HONGKONG POLICE RESERVE.

POLICE SCHOOL, 5.30 P.M.

Monday, March 12th.—All Crown Sergeants and Sergeants of Nos. 1 and 2 Companies.

Wednesday, March 14th.—All Chief Inspectors, Staff Inspectors Aroulli and Potter, All Inspectors, and Staff Sergeants Fisher and Balleen.

Friday, March 16th.—All Crown Sergeants and Sergeants of Nos. 3 and 4 Companies, Mounted Police, Maxim Gunners, and Ambulance Platoon.

STRENGTH.

Chief Inspector C. F. Mason is granted leave for the purpose of proceeding to the front.

EXAMINATION OF RIFLES.

All Winchester and Martini are to be returned to the Armoury on Tuesday, March 13th, between 6.15 and 6 p.m.

TRANSFER.

P.-c. 738 Edwards is transferred from No. 1 Section to Buglers and Drummers, subject to performing Patrol duties for March.

CORRESPONDENCE.

BRITISH CO-OPERATION IN WAR TIME.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—The letters that have been sent in reply to my letter of the 8th scarcely require any comment. The main point advanced—that in British shops prices are higher than in Chinese—has not been controverted, and so long as there is such a large divergence between the two prices, the British shopkeeper cannot complain if he loses custom. He must adapt himself to competition for, after all, the Chinese firms obtain their goods from England as do the British and are subject to the same disabilities as the British firms. Their rents are in many cases just as high, and the only difference is the wages of the assistants which, however high they may be in British shops, do not justify the excessive prices charged.

The point that British shops are closed at 5 o'clock to enable the assistants to discharge their various national duties might be a fairly good argument if one did not know that the same thing existed before the war, though it must be recognized that there are some people in the Colony who really do work between the hours of 9 and 6 and have no time for shopping till after that hour. Of course the British shopkeeper knows whether the custom of these people is worth catering for or not.

The British shopkeeper need not be afraid of not being thought a gentleman. In the crucible of war the classes have been so fused together that no one can say who is a gentleman and who is not, and he should not be so touchy on the point as to allow it to interfere with his business.

No one has any objection to anyone making as much as he is able, but if, in his greed, he advances his prices to such an extent that he drives away customers he cannot complain.

A cry for patronage in order that he may be able to give to war charities does not seem very sound. It were better that the customer should subscribe the amount to war charities himself, and then there would be no percentage deducted for handling. After all, there is no compulsion and I, for one, prefer to subscribe personally.—Yours faithfully,

B. JAMES.

Hongkong, March 9th, 1917.

A DISCLAIMER.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—I have been caused considerable annoyance through being credited with the authorship of a letter over the signature of "B. James." I read the letter, did not agree with the sentiments thereof, and was astounded to see a facsimile of my name in large print at the end of it.

I wrote asking you to state that I had not written it. You, in your morning's issue, did so and stated that you had been "requested" to do so.

May I ask you to give the full name and address of the actual writer of the letter? He did not write under a *nom de guerre* and I am sure that he will have no objection to being responsible for his own expressed opinions.

BENJAMIN JAMES,
Queen's College.

March 9th.
[We cannot give the address of our correspondent without his permission.—Ed. H.K.D.P.]

APPRECIATION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—May I ask, through the medium of your valuable columns, if anything is being done by the Civil population of Hongkong to acknowledge in some way the Shropshire Regiment's stay amongst us? It is little the Colony has done in the present crisis, and I think something might be done to show our appreciation of how early and readily these men sacrificed homes, occupations and prospects to answer their country's call; as well as to acknowledge their good-fellowship and the entertainment they have afforded us as sportsmen.

May I take this opportunity of drawing a parallel with them and the Reservists amongst us, and ask what the latter are doing to be in receipt of Army pay just now whilst homes in England are decimated and wives and children made to suffer? If they are resigning their rightful places at the front to others in order to look to our safety here, surely some recognition in this case, is also required of us.—Yours, etc.,

E.

RACING IN WAR TIME.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—I have followed with interest the replies to my first letter on the above subject, and, as there are two sides to every question under the sun, I must admit that Mr. Wilkinson has put forward a very fair case in support of his views. I do not agree with him, however, that giving up racing in war time is, in the remotest way, a confession or indication of weakness, financial or otherwise. In fact, it is a step so greatly against the inclination of the majority of people that it would afford a welcome exhibition of moral character and strength to swim against the stream. As it would be accompanied by an honest and straight-forward public statement, justifying it both on patriotic and financial grounds, it would have nothing but a good tonic effect.

I was surprised to hear Mr. Wilkinson's opinion that the greater number of race supporters are those who would not otherwise give to war charities, and, assuming this to be so, it throws light on the undeniably poor show Hongkong has made, up to the present, in financial contributions when compared with other parts of the Empire.

When giving a few of the incidental expenses which offset the War Charities contributions, I omitted the most important, namely, the purchase, and training expenses of the ponies, many of which, if not specially purchased, are brought down from Shanghai, I believe.

If the Hongkong ladies did not really appear in any new creations, they have, of a truth, reached sublime heights of self-sacrifice, for race days have been the one occasion for blossoming out into hats and garments destined to burden the hearts of their own sex with envy, and to lighten considerably the pockets of their husbands.

I cannot better point what I have been trying to advocate than by giving one or two sentences from the recent speech made by Mr. Lloyd George, at the Guildhall. (In passing may one ask why we have never been favoured with a good rousing address on the same lines by His Excellency the Governor—at the inauguration of the War Savings Association, for example?) Mr. Lloyd George says:—

"The first charge—the first charge—upon all your surplus money over your needs for yourselves and your children, should be to help those gallant young men of ours who have tendered their lives in the cause for humanity. The more we get, the surer the victory. The more we get, the shorter the war. The more we get, the less it will cost in treasure, and the greatest treasure of all, brave blood. Extravagance—I want to bring this home to every man and woman throughout these Islands—extravagance during the war costs blood—costs blood."

I am, sir, yours faithfully,

SILVER BULLET.
Canton, March 9th, 1917.

COMPANY MEETING.

THE UNION WATERBOAT CO., LIMITED.

An extraordinary general meeting of the above was held at the office of Messrs. Dodwell & Co., Ltd., General Managers, yesterday. Mr. S. H. Dodwell presided, and those also present were Messrs. R. Shewan, A. H. Skelton, A. O. Lang, J. Jouchkeer and B. Mori (Consulting Committee), G. R. Edwards and T. C. Nixon.

The Secretary having read the notice convening the meeting, the CHAIRMAN said:—Gentlemen, as intimated to you in my speech at the last general meeting, your General Managers and Consulting Committee consider that the capital of the Company is in excess of what is required for the proper conduct of the business, and they recommended a return to shareholders of \$3 per share. This extraordinary meeting has been called to pass the necessary resolutions for this reduction of the capital. I therefore beg to propose:—(1)—That the issued capital of the Company be reduced from \$277,230, divided into 27,723 shares of \$10 each, to \$194,001, divided into 27,723 shares of \$7 each, and that such reduction be effected by returning (on such date as the Company's General Managers shall appoint) to the holders of the 27,723 shares that have been issued paid up capital to the extent of \$3 per share and by reducing the nominal amount of each of the said shares from \$10 to \$7. (2)—That application be made to the Supreme Court of Hongkong to confirm the reduction of the capital of the Company in conformity with the foregoing resolution. After the resolution has been accorded, I shall be pleased to answer any questions shareholders may wish to put.

Mr. SHEWAN seconded, and, there being no questions, the resolution was put to the meeting and unanimously carried.

HONGKONG MAGISTRACY.

AN UNLICENSED SCHOOL.

A Chinese schoolmaster was charged with failing to register ten scholars whom he was teaching.

Mr. A. R. Cavalier, Inspector of Chinese Schools, spoke to visiting the premises and finding the boys there.

A fine of \$10 was imposed by Mr. Wood.

OPIMUM HAULS.

A Chinese woman who was found in possession of a quantity of opium at Kowloon railway station was fined \$500 by Mr. Wood. The alternative was three months' hard labour. A fine of \$750, or three months' hard labour, was imposed by Mr. Wood on a Chinese who was found in possession of 10 taels of opium.

ALLEGED MURDER.

A Chinese was brought before Mr. Melbourne on a warrant charging him with the murder of a concubine at 254 Eastern Street, on June 18th, 1915. The concubine was stabbed to death, and the accused was arrested on Thursday when walking in the street.

On the application of Chief Detective Inspector Morrison, a week's remand was granted.

THEFT FROM "EMPRESS OF ASIA."

Mr. J. Barlow, an officer on the *Empress of Asia*, saw a Chinese leaving the ship with a parcel, and became suspicious. He arrested the Chinese, and a search of the parcel revealed an electric light guard belonging to the ship.

Mr. Wood sentenced the thief to three months' hard labour, and also ordered him to be placed in the stocks for four hours.

A GAME OF CARDS.

Some Chinese were enjoying a quiet game of cards when one of their number apparently "revoked," or did something not quite legitimate, for another of the party suddenly made a rush at him and a fight ensued. One of the men waved a large chopper ominously, but refrained from using it, and just as an ordinary street brawl ensued. The two men were brought before Mr. Melbourne yesterday, and each was fined \$1, and bound over to keep the peace for three months.

DEBT AND A BLACK EYE.

Some time before Chinese New Year an amah in the employ of Mrs. Murphy, Austin Road, Kowloon, loaned \$5 to a young gardener. Subsequently, he paid back \$2, and then the amah pressed him for the remainder. The gardener endeavoured to square his outstandings by offering to pay \$2.50. The amah would have none of this, the gardener became angry, and, according to the amah's story, struck the amah in the face and also on the arm.

When the amah appeared before Mr. Melbourne she had a highly coloured eye, and, displaying her left arm, revealed a large bruise which, she alleged, had also been caused by the angry gardener.

The defendant hinted that the amah was rather fond of him, and when his wife came down from Canton she loaned him the \$5 to send his wife back. This was done, but when the amah applied to him for the balance of the debt he had not the wherewithal to pay. She then became angry, and made several rushes at him, at the same time brandishing her umbrella. He had to keep her off in the best way he could, but he denied being responsible for the blue and black environment of the amah's eye, or the bruise on her arm.

A witness who was called by the gardener said that the amah tried to snatch money from the defendant. The latter walked away from her, but the amah followed. Defendant closed his garden door, and then the amah "walked heavily" into the door, causing the damage to her features which she displayed in Court. The amah also pushed her arm around the door in an endeavour to open it, by this means sustaining the bruise on the arm. Complainant "cried" outside the garden door for some time, and then went away.

Questioned by Mr. Leo d'Almeida, who prosecuted, this witness denied that the falling of a flower basket was one of the contributory causes to the affair.

A fine of \$2 was imposed, and the defendant was ordered to pay \$3 compensation, this after the Magistrate had described the assault as a scandalous one.

SPORT.

GOLF.

THE ROYAL HONGKONG GOLF CLUB.

LADIES' CHAMPIONSHIP.

The main event of the Ladies' Year, the Ladies' Championship, proved a triumph for Mrs. Muriel, who defeated Mrs. Milner-Jones after a tie over 19 holes by 4 and 3.

Mrs. Muriel is a worthy winner of the title of Lady Champion, her chances from the first being fancied.

Mrs. Milner-Jones is to be congratulated on her strong showing, especially on her splendid fight over the first 18 holes when, though four down and seven to go, she managed, by dint of good golf, to square the match.

THE WOODHOUSE CUP.

The above competition resulted in a victory for Mrs. Beavis and Miss Hastings, who defeated Miss M. Rodgers and Miss Robertson in the final. The winners were 2 down with 3 to go but, with the help of a stroke at the 16th hole and again at the 18th, they took the remaining holes from their opponents, thereby proving successful by 1 up.

CRICKET.

88th COY. R.G.A. v. 83rd COY. R.G.A.

Thanks to some remarkably fine bowling by Hansford, the 88th Company gained a very easy victory over their rivals from Lyman, in the competition for the Royal Artillery Cricket Cup, at the Happy Valley yesterday. Caple and Hansford bowled unchanged for the winning team, the former obtaining three wickets for fifteen runs, and the latter seven for fourteen. The 83rd Company were dismissed for the modest total of thirty-two. The 88th Company obtained the necessary number for the loss of one wicket. Caple made the best score of the match, and looked like easily reaching his half century, when the fatal tea interval arrived. On resuming he was dismissed by Rice in the first over. Scores:—

83RD COMPANY R.G.A.				
Corpl. Smith, b Hansford	2			
Bombr. Dix, c Wilkinson, b Hansford	5			
Serge. Rice, c Wilkinson, b Hansford	0			
Lieut. Baker, b Hansford	3			
Gunnr. Page, c Graham, b Caple	3			
Bombr. Veal, b Hansford	0			
Gunnr. Atwood, c Talfourd, b Hansford	0			
Corpl. Townsend, b Caple	0			
Gunnr. Taylor, c Ross, b Hansford	7			
Gunnr. Garrod, b Caple	0			
Master-Gunner Hartree, not out	5			
Extras	5			
Total	23			

Bowling Analysis.				
O.	M.	R.	E.	W.
Gunnr. Caple	10	3	15	3
Gunnr. Hansford	10.1	3.1	14	7

88TH COMPANY R.G.A.				
Bombr. Graham, b Smith	4			
Serge. Talfourd, c Dix, b Baker	15			
Lieut. Wilkinson, c Dix, b Rice	11			
Corpl. Smith, b Baker	16			
Gunnr. Caple, b Rice	44			
Gunnr. Hansford, b Rice	4			
Master-Gunner May, retired	0			
Serge. Davis, b Rice	2			
Corpl. Griffiths, c Taylor, b Rice	3			
Gunnr. Dickenson, c Townsend, b Baker	0			
Serge. Ross, not out	4			
Extras	14			
Total	117			

Bowling Analysis.				
O.	M.	R.	E.	W.
Corpl. Smith	5	0	30	1
Lieut. Baker	12	2	46	3
Serge. Rice	8.3	0	21	5
Gunnr. Atwood	1	0	3	0

CIVIL SERVICE C.C. v. R.E.

The following will represent the Civil Service, when they entertain the R.E. to-day at 2 p.m.:—Hon. Mr. C. Severn (Captain), R. E. O. Bird, B. W. Hamilton, G. E. Marley, R. A. B. Ponsonby, Fane, R. C. Wittell, R. G. Southerton, W. Goodall, B. W. Bradbury, C. J. Tatchell, and F. J. Ling.

ASSOCIATION FOOTBALL.

A meeting of the Hongkong Association Football League was held in Victoria Barracks yesterday evening to consider the report of the referees' board of the H.K.F.A. on the Division II match, "D" Coy. K.S.L.I. v. South China Athletic.

Master Gunner May R.G.A. presided over a poor attendance, the Club, R.E. and several second division teams not being represented. The Board found that both players were guilty of misconduct, the Chinese player for fouling, and the Shropshire for striking, and recommended that both players be suspended for the remainder of the season, and that the match be replayed. This recommendation was adopted by two votes. The meeting arranged the following fixtures:—

HONGKONG LEAGUE.	
JUNIAL.	
R.E. v. Club, Club Ground, 5 p.m., 24th March.	
South China Athletic v. "A" Coy. K.S.L.I., Club Ground, 3.30 p.m., 17th March.	
South China Athletic v. "D" Coy. K.S.L.I., Club Ground, 3.30 p.m., 24th March.	

The Staff and Departments gave the points of their match with the 88th Company, R.G.A. to the latter. This was agreed to.

ROYAL ARTILLERY SHOOTING CUP.

The competition for the above cup will take place at the King's Park range, Kowloon, on Wednesday the 14th instant, commencing at 10 a.m.

INTIMATIONS

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JUST RECEIVED:

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SEAMLESS REVERSIBLE

CARPETS AND RUGS.

TWO WEAVING SURFACES INSTEAD OF ONE

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BRITISH MANUFACTURE

BOTH

DURABLE AND INEXPENSIVE.

WE HAVE THEM IN

SQUARES, CORRIDOR, HEARTH,

SOFA AND BEDSIDE RUGS.

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LANE, CRAWFORD & CO.

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V. D. BURGUNDIES.

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THE ORIGINAL LIQUEUR WHISKY.

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Has a fine mild flavour and a refreshing clean taste.

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and at LANE, CRAWFORD & Co.

[94-3]



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"SUNRESISTA"
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SECOND OFFICER, Wages £31.0.0.
THIRD " " £24.0.0.
FOURTH " " £20.0.0.
FIFTH " " £20.0.0.
for Steamer going Home.
Apply to—
RAY & FALCONER,
J. F. MILLER,
or S. A. "JERARD" [385]

WANTED—IMMEDIATELY.

STENO-TYPIST for Shipping Office.
Apply—
No. 16,
Care of "Daily Press" Office. [386]

WANTED.

LESSONS in English in exchange for
Lessons in Japanese. A good opportunity
for Englishman who wishes to learn
Japanese and would be willing to give English
Lessons in return.
Apply—
Care of "Daily Press" Office. [387]

CHINA SUGAR REFINING
COMPANY, LIMITED.

NOTICE.

THE THIRTY-NINTH ORDINARY
MEETING OF THE SHARE-
HOLDERS of the above Company will be
held at the Office of the General Agents,
Fiddler Street, on FRIDAY, the 30th instant
at Noon, for the purpose of receiving the
Report and Statement of Accounts for the year
ending 31st December, 1916.
The TRANSFER BOOKS of the Company
will be CLOSED from the 16th to 30th March,
both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
Hongkong, 9th March, 1917. [388]

HONGKONG VOLUNTEER
CONTINGENT.

FAREWELL ENTERTAINMENT.

TONIGHT (SATURDAY), MARCH 10TH,
DINNER AT THE HONGKONG HOTEL,
7.30 P.M.

ENTERTAINMENT THEATRE ROYAL.

9.30 P.M.

THOSE who wish to be Hosts and have not
already signed a list are invited to send
their names to the Hon. Secretary, Farewell
Entertainment, care of Hongkong Club.
As it will be impossible to accommodate at
the Dinner all the Hosts the selection of those
has been left to the Guests, who have each been
asked to name one.
The remaining Hosts will receive their
Guests in the Theatre. [389]

NOW READY.

THE
DIRECTOR
AND
CHRONICLE

FOR

CHINA, JAPAN, STRAITS SETTLE-
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1917

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LOST.

IN Vicinity Carlton Hotel, Small
Fawn Coloured FRENCH PUG
DOG, Five Months' Old, answers name
"Bijou." Reward on returning to
Mrs. CAPT. HUDSON,
Carlton Hotel. [378]

HONGKONG SAVINGS BANK.

NOTICE.

ON and after 15th March, 1917, the hours
for the Transference of Business by the
HONGKONG SAVINGS BANK will be 10 A.M. to
12 NOON, SATURDAYS included.
For the HONGKONG & SHANGHAI
BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 5th March, 1917. [379]

NOTICE.

THE EXCHANGE BANKS beg to
intimate to Shippers that in view of
the delay of Mails to Europe and the necessity
for stilling three routes, bills and all relative
documents sent in for negotiation must be
shown in triplicate instead of in duplicate as
heretofore. [385]

WANTED.

ENGINEER, B. abstrainer, for Harbour or
N. Shop. Apply in own writing with copy
of, stating age and salary required to—
W. S. TALBOT & Co., Ltd.,
Kowloon. [106]

PUBLIC COMPANIES

THE HONGKONG ROPE MANUFACTURING
COMPANY, LIMITED.

THE THIRTY-THIRD ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS of the above Company will be
held at St. George's Buildings, Chater Road,
Victoria, TO-DAY (SATURDAY), the 10th
March, 1917, at 11.30 o'clock in the forenoon,
for the purpose of receiving a Statement of
Accounts and the Report of the General Managers
for the year ending 31st December, 1916, and
electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 5th
March, 1917, until SATURDAY, the 10th
March, 1917, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 24th February, 1917. [344]

GREEN ISLAND CEMENT COMPANY,
LIMITED, AND REDUCED.

THE TWENTY-EIGHTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS of the Company will be held at
the Office of the Company, St. George's
Buildings, Chater Road, Victoria, Hongkong,
on TUESDAY, the 27th day of March, 1917,
at 11.30 A.M., for the purpose of receiving a
Statement of Accounts and the Report of the
Directors for the year ending 31st December,
1916, and declaring a Dividend.
By Order of the
BOARD OF DIRECTORS.
Hongkong, 8th March, 1917. [374]

HONGKONG ICE COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Office of the
General Managers at 11.30 A.M. on WEDNES-
DAY, 28th instant, to receive a Statement of
the Company's Accounts for 31st December, 1916, and
the report of the General Managers.
The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to 28th instant,
both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 8th March, 1917. [381]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Office of the Undersigned
at Noon, on WEDNESDAY, the 28th instant.
The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 28th
instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
HONGKONG FIRE INSURANCE Co., Ltd.,
Hongkong, 8th March, 1917. [382]

GREEN ISLAND CEMENT COMPANY,
LIMITED, AND REDUCED.

NOTICE IS HEREBY GIVEN that
the TRANSFER BOOKS of the
Company will be CLOSED from THURS-
DAY, 1st March, to SATURDAY, 31st
March, 1917, both days inclusive.
The return of Capital of \$2.50 per Share
will be paid to Shareholders on and after the
15th March, 1917, on presentation of Share
Certificates for endorsement.
By Order of the
BOARD OF DIRECTORS.
Hongkong, 22nd February, 1917. [329]

NOTICE.

A MEETING will be held on MONDAY
next, the 12th inst., at 5.15 P.M., in the
City Hall, to consider the best method of
celebrating
"ST. GEORGE'S DAY"
with a view to raising further funds for
BRITISH WAR CHARITIES.
All interested are earnestly invited to attend. [373]

INSTITUTION OF ENGINEERS AND
SHIPBUILDERS.

THE TWENTY-SIXTH ANNUAL
MEETING will be held in the
Institution Rooms, King's Buildings, on
FRIDAY, 16th March, 1917, at 9 P.M.
BY ORDER OF COMMITTEE. [376]

KINGSCLEERE DANCE.

THE DANCE which was to have been held
on SATURDAY, March 10th, has been
POSTPONED to the following SATURDAY,
March 17th. [377]

HONGKONG POLICE (RESERVE)

SERVICE RIFLE CHAMPIONSHIP
MEETING.

H.E. THE GOVERNOR'S CUP.

EASTER SUNDAY, APRIL 8th, 1917.

Open to any person in the Colony.

Entrance Fee \$1.

(to be used in connection with printing expenses).

Service Rifles. Open Sights.

100 yds. Grouping. 400 yds. Deliberate.

200 " Deliberate. 400 " " "

300 " Deliberate. 600 " " "

Printed conditions may be obtained on written
application to Inspector H. A. LAMBERT,
Headquarters Club, M.K.P.E. [310]

NOTICE.

WE beg to inform the Public and to those
whom it may concern that Mr. N.
EMANUEL ALLAYA has this Day taken
over our Business of Stockbrokers, &c.,
including the Goodwill, and will henceforth
carry on the said Business under the same
style or Firm name, and our interest and
responsibility in the said concern will cease
on and after that date.
THE PARSEE TRADING Co.,
Proprietors.
Canton, 1st March, 1917. [371]

HOUSES TO LET

TO LET—FURNISHED.

NO. 8, GOUGH HILL (No. 102, THE
PEAK), for 3 or 4 months, from 1st
June, 1917.
Apply—
LINSTEAD & DAVIS, [246]

TO LET—FURNISHED.

STRAWBERRY HILL, THE PEAK. Six
Rooms, Garden and Tennis Court.
Apply to—
"H. W. L."
1, Des Voeux Road Central. [188]

TO LET—IMMEDIATELY.

LARGE OFFICE, Centrally Situated
in Queen's Road, fully partitioned and
fitted with electric light, telephone and sub-
exchange.
Apply—
"K. Y. Z."
Care of "Daily Press" Office. [322]

TO LET.

2 NEW HOUSES now Building in Con-
duit Road. Ready for occupation on 1st
February, 1917. For rent and other particulars
apply to—
H. M. H. NEMAZEE,
1 Des Voeux Road. [108]

TO LET—AT THE PEAK.

FURNISHED and newly painted inside,
3, Stewart Terrace.
Apply—
M. E. POLLOCK,
Prince's Buildings. [97]

TO LET.

NO. 42, ELGIN STREET.
Apply to—
PERCY SMITH, SETH & FLEMING. [102]

TO LET.

GODOWN at Duddell Street, Light and
Adequate overlooking Statue Square.
Modern and convenient.
For rent and other particulars apply to—
"H."
Care of "Daily Press" Office. [86]

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co. [59]

TO LET.

FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
A FLAT in Humphreys Buildings, Kowloon.

TO LET OR FOR SALE.
KOWLOON MARINE LOT 49 with
wharf area 58,000 sq. ft., suitable for Coal
Storage or erection of Godowns.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings. [281]

TO LET.

OFFICES at 2, Connaught Road Central.
OFFICE in King's and York Buildings
"THE RETREAT," No. 65, THE PEAK.
HOUSES in Clifton Gardens, Central Road,
HOUSES in Broadwood and Mervin
Terraces.
HOUSES on Shamone, Canton.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY Co., Ltd. [28]

NOTICE.

TENDERS are invited for the Supply of
LABOUR and LIGHTERAGE for Admiralty
coaling for a period of 12 months certain from
the 1st April, 1917.
Forms for tendering can be obtained on
application to the NAVAL STORE OFFICER,
H.M. Naval Yard, Hongkong, and tenders
should be lodged in the Commodore's Office
not later than Noon on the 16th March, 1917.
A deposit of One Hundred Dollars will be
required from persons tendering, and will be
returned in the event of non-acceptance of the
Tender.
G. L. PLATT,
Naval Store Officer.
H.M. Naval Yard,
Hongkong, 8th March, 1917. [380]

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian
desiring to leave the Colony should apply
in person at the CENTRAL POLICE STATION
between the hours of 9 A.M. to 1 P.M. and 2 P.M.
to 4 P.M. daily.
Applicants will be required to produce Pass-
ports or identification papers.
All persons with certain exceptions who
remain in the Colony for more than 7 days
are required to Register themselves under the
REGISTRATION OF PERSONS ORDINANCE 1915.
Forms of Registration giving the particulars
required may be obtained at the G.P.O. and at
all Police Stations.
The Penalty for non-compliance is a fine not
exceeding \$50. [58]

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A. S. WATSON &
CO., LTD.,

WINE AND SPIRIT MERCHANTS.

HONGKONG.

TELEPHONE 616 [12]

MARRIAGE.

CARPENTER - COCHRANE. — At St. John's
Cathedral, on March 9th, by the Rev.
H. Copley Moyle, Edgar W. H. Car-
penter, of Shanghai, to Agnes Wal-
lin Cochrane, of Glenfarg, Scotland. [389]

DEATH.

COMPTON. — At No. 48 Boone Road, Shang-
hai, on February 27th, JOHN SAMUEL
COMPTON, of the Shanghai-Nanking
Railway, and late of Wenchow, aged
76 years. [389]

HONGKONG OFFICE: 104, THE VICE-ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG 10th MARCH, 1917.

THE IRISH PROBLEM.

The debate in the House of Commons on
Wednesday shows clearly that the Irish
problem is as far from settlement as ever
it was. There is complete deadlock be-
tween the two parties. It is apparently
impossible for them to adjust their differ-
ences, and there is little doubt that the
disfranchisement which they are causing in
the Councils of the Empire at this most
critical time in our history will be deeply
resented. People will be apt to recall
the old phrase "England's difficulty is
Ireland's opportunity" when they read
of the attitude adopted by the National-
ists towards Mr. Lloyd George's sug-
gestions of compromise. They were
markedly hostile, and left the House in
a body. Since then they have declared
that the Prime Minister's speech will seriously
strengthen the revolutionary movement.
If further outbreaks of rebellion do
occur—and, although in Mr. Asquith's
opinion they are unlikely, the situation
is admittedly disquieting—they will
have to be subdued, and it is satisfactory
to know that the forces at the disposal
of the Executive are ample for any such
purpose. In the interests of all concerned,
however, it is fervently to be hoped
that nothing will be done to embitter the
relations between Ireland and Great
Britain. If an armed rising were to take
place now, it would inevitably destroy

the sympathies of all reasonable men for
Ireland's national aspirations. There is
no desire at this stage to draw distinc-
tions between Nationalists and Unionists.
England has done all that she can do
to remove any cause of discontent.
Ireland may have self-government at any
moment if she will accept it. While some
Irishmen ardently desire it, however,
others have shown their determination to
resist it by force of arms. Owing to
Ulster's opposition to the Home Rule
Bill just before the outbreak of hostili-
ties in Europe, the Government, preclud-
ed by the terms of the Parliament Act
from making any change in the original
Bill without starting *de novo*, promised
an amending Bill enabling any county
in that Province to contract out of the
Home Rule scheme for a period of six
years, if, on a poll of the Parliamentary
electors in that county, a bare majority
voted in favour of exclusion. At the
expiration of six years the excluded
counties were to come automatically under
the Irish Parliament unless other-
wise determined in the meantime by the
Imperial Parliament. This attempt to
please all parties resulted, as is usually
the case, in pleasing nobody. Mr. W.
O'Brien objected to Ireland being re-
duced to "a thing of shreds and patches,"
and Sir Edward Carson denounced the
proposals as a "sentence of death with
a stay of execution for six years." On
behalf of Ulster, he demanded the re-
moval of the time-limit. Then came the
war, and shortly afterwards the Home
Rule Bill was placed on the Statute Book
on the understanding that it should not
come into force until peace was restored.
At one time it appeared probable that
in the common sacrifices on the battle-
field, made with the same loyalty and
fervour of patriotism by Nationalist and
Unionist alike, all domestic differences
would be forgotten. Such hopes were
not realised, however, and the Sinn Fein
rebellion showed that the concen-
trated growth of discontent was still eating its
way into the heart of certain sections of
the people. It was then generally agreed
that it would be desirable for the Im-
perial Government to be freed, without
further delay, from the burden of govern-
ing Ireland, and both Unionists and
Nationalists appeared ready to make
concessions with this end in view. A
Parliament was to be established at Dub-
lin, but the six Ulster Counties in which
the Unionists have a majority were to
remain under the Imperial Parliament
for an unspecified period, and the
Government promised to give careful
and sympathetic consideration to any re-
presentations which might be made to
them by the Unionists in the South and
West of Ireland. The representatives of
Ireland in the House of Commons were
to form the first Irish Parliament, and
the Nationalist members, in common with
the Unionists, were to retain their seats
at Westminster. For a few days there
seemed every prospect of a settlement.
When, however, the plan was submitted
to the Cabinet it failed to meet with un-
animous approval. The Unionists again
insisted that the exclusion of the
Ulster counties should be permanent or,
at least, that their inclusion should not
be automatic, and that the representation
of Ireland in the British House of Com-
mons should be reduced, except when
Home Rule was under consideration.
This resulted in an impasse, and there
was no material change in the situation
until the debate on Mr. T. P. O'Connor's
resolution three days ago. It is difficult
to understand the principle upon which
the Nationalists deny to others those
privileges which they claim for them-
selves. They demand the right to govern
themselves and their demand has been
conceded. They still remain dissatisfied,
however, and refuse to exercise their right
unless they are allowed also to govern
those who would rather sacrifice all they
possess than be thrust out of the Union
in order to be placed under the control
of a Dublin Parliament. This attitude
is, surely, illogical. As Mr. Lloyd
George pointed out, Ireland's grievance
is a sentimental, rather than a material
one, because the country is now pros-
perous, and it would be as glaring an
outrage on the principle of self-govern-
ment to place Ulster under Irish rule
against its will as to deny self-govern-
ment to the rest of the nation. Mr.
Asquith proposed that the question
should be referred to an outside im-
partial authority for adjustment of the
conflicting claims, and pointed out

that the constitution of such a
body would be facilitated by the
presence in England of a number
of Dominion Statesmen, who have
already solved the problem of local
autonomy in various forms. These ap-
peals were in vain, and Mr. BONAR LAW
has had to recognise the futility of further
discussion. Mr. REYNOLDS reminds us that
if the constitutional movement disappears
in Ireland the country will have to be
governed by the naked sword. This is
a veiled threat which ill accords with the
Nationalist manifesto that their attitude
towards the war and their allegiance to
the cause are unchanged. The members
of the Party, however, have openly de-
clared their intention to oppose the
Government by all the means in their
power. If by so doing they delay the
victory of the Allied armies by only so
much as a day they will have committed
a crime for which it will be difficult for
any Englishman, or other subject of the
Empire, to forgive them.

The annual meeting of the China Sugar
Refining Co., Ltd., will be held at the
office of the General Agents, Messrs.
Jardine, Matheson & Co., Ltd., on Fri-
day, March 30th.

Lady May has kindly consented to dis-
tribute the prizes won by the pupils of
the Peak School. The ceremony will take
place in the Peak Hotel lounge next
Tuesday afternoon.

The Hon. Treasurer of the Alice Mem-
orial and Affiliated Hospitals acknow-
ledges with thanks a donation of \$100 to
the funds of the Hospitals from the
Parsee Charity Fund.

A significant feature of the Chinese
Budget for the current year, in view of
the Republic's threat to sever diplomatic
relations with Germany is the fact that
the Ministry of War appropriates
\$156,696,047, "out of a total ordinary ex-
penditure of \$291,803,470," or nearly 54
per cent.

There was not a large attendance of the
general public for the second day of the
Hongkong Horticultural Society's Show,
though the weather proved fine. Some of
the exhibits in the out flowers sections
had drooped during the night, but the
many other exhibits looked fresh and
healthy and proved highly interesting to
those who visited the show. As on the
opening day, the band of the 18th In-
fantry rendered enjoyable selections dur-
ing the afternoon.

"OUR LITTLE BIT" SOCIETY.

"Our Little Bit" Society, Kowloon,
yesterday forwarded their usual fort-
nightly parcel of comforts for the soldiers
to Mrs. Eden, Jackanape, Work Society,
94, Marlborough Mansions, West Hamp-
stead, through the courtesy of Messrs.
SheWAN, TOMES & Company, consisting of
the following:—2,082 rolled bandages,
1,000 swabs, 190 flannel many-tailed band-
ages, 84 eye bandages, 76 caps, 224 milk
covers, 30 pairs socks, 1 pair mittens, 107
suits pyjamas, 2 cases dry ginger, 1 box
tea.

BRITISH AND FOREIGN BIBLE
SOCIETY.

To-morrow (Sunday) will be observed
by the British and Chinese Churches in
the Colony as "Bible Sunday," and
special collections will be made on behalf
of the work of the British and Foreign
Bible Society. Since the beginning of
the present war, it is interesting to note,
the Society has published the Gospel in
no fewer than eighteen new languages,
and the stream of war distributions has
flowed steadily from the Society's depot.
In connection with war work absolutely,
the Society has distributed over five
million volumes of the scriptures. In
China during the year 1916 no less than
2,316,778 volumes of the scriptures were
distributed. The cost of production has
increased considerably, and the Society
anticipates a deficit for the current year
of £20,000. The friends of the Society in
China have, hitherto, contributed
generously to the funds of the Society,
and, on this occasion, the Society appeals
to them to make a special effort to
meet the changed conditions.

THE WAR.

THE GERMAN RIDDLE.

EXPERTS ON THE RETIREMENT.

DARDANELLES REVELATIONS.

CHINA AND GERMANY.

GERMAN PLOT TO INVADE INDIA.

Franco-Belgian Front.

LATEST CABLES.

THE RIDDLE.

VIEWS ON GERMAN RETIREMENT.

LONDON, March 9th.

A correspondent at Headquarters reports that driving snow hampered operations on the Ancre yesterday, and the thaw at noon badly affected the roads. The enemy continues to make a slow retirement, but the strategic riddle of the movements are still not clear. He is now right back on the line of defence on the front at Bapaume. The next problem of the British is to discover whether he intends to strongly defend this line, or to retire till he is quite clear of the salient, shortening his front by thirty miles.

FRENCH OPINION.

Paris, March 9th.

Expert commentators anticipate a fresh enemy attack north of Douaumont, but they are confident that his efforts will not counter-balance the British advance on the Ancre. The remorseless pressure and incessant attacks of the British are responsible for the enemy's unceasing retirement.

BRITISH STILL ADVANCING. AN ENEMY RAID.

LONDON, March 9th.

Field Marshal Sir Douglas Haig reports: "We have advanced slightly on both sides of the Ancre Valley, and entered trenches near Biaches and brought back prisoners."

The enemy raided the front line south-east of Chaumes and to the south of Arras, and a few British are missing.

There has been active reciprocal artillery at various points along the whole front.

MINOR FRENCH SUCCESSES.

Paris, March 9th.

A communiqué states: "In Champagne, after an intense artillery preparation, we carried the greater part of a salient which the enemy occupied on February 15th, between Butte du Mesnil and Maisons de Champagne. We also took 100 prisoners."

On the left of the Meuse our artillery wrecked German organisations between Hill 304 and Avocourt Wood. The Alsace batteries caught and dispersed strong enemy detachments south of Cernay.

EARLIER CABLES.

FRENCH FRONT.

ENEMY DETACHMENTS CAUGHT.

LONDON, March 8th.

A French communiqué says: "On the Verdun front our batteries caught enemy detachments on the northern outskirts of Matancourt wood."

German organisations in Eparges wood were effectively bombarded.

There was lively artillery firing in the Maison de Champagne and Embermenil sectors.

GERMAN TRENCHES PENETRATED.

LONDON, March 8th.

A French communiqué says: "There have been lively artillery firing and patrol encounters in the region of Moulin sons Touvent, between the Oise and the Aisne."

Our detachments penetrated German trenches north-east of Embermenil, in Lorraine, and inflicted severe damage, besides bringing back prisoners.

An enemy attack near Seppois le Haut, in Alsace, completely failed, leaving some prisoners.

Our reconnaissances inflicted losses on the enemy in the direction of Hilsoufist.

Naval Activities.

EARLIER CABLES.

FRENCH DESTROYER TORPEDOED.

107 LIVES LOST.

LONDON, March 8th.

A Paris official message says that the destroyer *Cassini* was "torpedoed" in the Mediterranean on February 28th. The magazine exploded and the boat sank in two minutes.

Seven officers and one hundred men perished, two officers and thirty-two men being saved.

INHUMAN HUNS.

LATER.

The Captain of the *Cassini* perished. The survivors state that they were struggling in the sea in the darkness, striving to reach floating rafts, when they heard voices shouting in French: "This way, comrades." Then a submarine appeared and fired on them with rifles or a machine gun, while a shell just missed the raft.

FRENCH SHIPPING AND SUBMARINES.

Paris, March 8th.

An official announcement says that 850 merchantmen arrived at French ports during the week ending March 4th. Those sunk were one over and one under 1,600 tons. Nine were unsuccessfully attacked. Sixteen French fishing boats were sunk.

NAVAL CASUALTIES.

LONDON, March 8th.

The following naval casualties are announced:—Wounded: Flight Sub-Lieut. Leslie A. Powell. Slightly wounded: Surgeon Frederick G. E. Hill, Naval Division. Wounded: Captain John S. Mac'Call, Marines. Previously reported missing, now killed: Second Lieut. Cecil R. Burton, Marines.

The Near East.

LATEST CABLES.

PROGRESS IN MESOPOTAMIA.

LONDON, March 8th.

A Mesopotamia official message states: "Our pursuing troops have met with little opposition. The cavalry, after traversing Ctesiphon, bivouacked at Bawi, fourteen miles on the southern outskirts of Baghdad. We took 85 prisoners and one gun."

Russian Front.

EARLIER CABLES.

PURSUE THE TURKS. KENGAVER OCCUPIED.

LONDON, March 8th.

A Russian communiqué says: "We are pursuing the Turks from Hamidan. We occupied Kengaver on March 5th. Military operations continue to develop in the direction of Bidjar and Doulatabad."

General.

LATEST CABLES.

DEATH OF COUNT ZEPPELIN.

LONDON, March 8th.

The death is announced of Count Zeppelin, the inventor of "Zeppelins."

NATIONAL SERVICE.

LONDON, March 8th.

It is announced that the campaign for National Service Volunteers ends on the 31st inst.

COMMONS DEBATE ON HOME RULE.

THE PREMIER'S LATEST PROPOSAL.

LONDON, March 7th.

In the House of Commons, Mr. Lloyd George said that the Government was prepared to grant Home Rule to those parts of Ireland clearly demanding it.

He said that no party would support the demand that Ulster should be forced into the settlement. His offer of self-government to parts of Ireland would take immediate effect. He was not in the least afraid of submitting his proposals to any unbiased friend of Ireland in the Empire. He moved the following amendment: "That this House would welcome any settlement which would produce a better understanding between Ireland and the rest of the United Kingdom, but considers it impossible to impose, by force, on any section of Ireland, a form of Government which has not their consent."

Mr. Lloyd George declared that the dominant consideration in any Irish settlement must be its effect upon the war, and he contended that the different controversialists ignored two fundamentals:—Firstly, that Ireland's grievance was not a material one, but something which had to do with pride and self-respect. She was never more prosperous, and yet she was no more reconciled to British rule than in Cromwell's days. Secondly, it would be as glaring an outrage upon the principle of self-government to place Ulster under Irish rule against her will as it would be to deny self-government to the rest of Ireland.

Mr. Lloyd George said he believed that the ideal of national unity in Ireland would be attained at no distant date if Ulster were offered facilities and inducements to come in.

TO AVOID MISUNDERSTANDING.

In a later cable is given the full text of the passage in Mr. Lloyd George's speech with reference to the Government offer. He said:—

"I am not in the least afraid of submitting the proposal of the Government to the judgment of any unbiased friend of Ireland in any quarter of the globe. I will put it again, and I want not merely Irish to know, but I want men outside the confines of the United Kingdom and the British Empire to know, what it is to-day that we offer. It is that the part of Ireland which clearly demands Home Rule—self-government—shall get it. There are two questions to be asked by all of us. The first is:—Are the people of the country prepared to confer self-government on the parts of Ireland which unmistakably demand it? The answer, which I give on behalf of the Cabinet is that the Government are firmly of that opinion and are firmly of opinion that that represents the views of the vast majority of the people of this country. The next point is this:—Are the people of this country prepared to force the population of the north-eastern corner of Ireland to submit to be governed by a population with whom they are completely out of sympathy? In my judgment, and here I speak on behalf of the Government, they are not."

SUGGESTION BY MR. ASQUITH.

LONDON, March 7th.

Following Mr. Lloyd George, Mr. Asquith suggested that the Irish question should be referred to an outside and impartial authority for the adjustment of the interests and sentiments concerned. The constitution of such a body might be facilitated by the presence here of a member of Dominion statesmen, who had already solved various problems of local autonomy in different ways. Mr. Asquith prefaced his suggestion by a declaration that he did not think a recurrence of rebellion in Ireland was likely, as the forces at the disposal of the Executive were such that any movement would be crushed. Nevertheless, the symptoms

were disquieting. Mr. Asquith discussed conceivable expedients for a settlement, but did not think that a renewal of negotiations between the parties was likely to be successful. The only practicable alternative was to invoke the intervention of some outside impartial authority. It would be essential that such authority should act most promptly, and that its decision should be subject to the final approval of Parliament.

Mr. Lloyd George interjected, asking whether such a body would enquire and report to the Government, or whether it would have statutory powers.

Mr. Asquith replied "No," adding that it would make its decision subject to the approval of Parliament, which should be the final authority.

MR. REDMOND'S VIEWS.

Mr. Redmond, following Mr. Asquith, said if the constitutional movement in Ireland disappeared, Mr. Lloyd George must govern Ireland with a naked sword. He asked why Mr. Lloyd George had not appealed to Sir Edward Carson to make a sacrifice and to agree on a proposal which would be acceptable to the whole of Ireland.

A LABOUR OPINION.

Mr. Wardle, Labour M.P., regretted that Mr. Lloyd George had moved the amendment. The House should not have been asked the unfair question as to whether it is prepared to coerce Ulster in the actual circumstances.

THE PREMIER'S REPLY.

Mr. Lloyd George, replying, said he had suggested two methods of dealing with the details of the Government's proposal, either by a conference of Irishmen, or by the establishment of a commission. The latter was practically identical with Mr. Asquith's proposal, but it was impossible to introduce a controversial Bill on such a basis in the middle of a great war.

A NATIONALIST DEMONSTRATION.

Following a request to express an opinion on Mr. Asquith's suggestion, Mr. Lloyd George said it was the Nationalist's duty to say whether they meant to oppose a measure embodying the Government's offer.

In response to an appeal by Mr. Redmond not to participate in a futile discussion, but to consult him as to future action, the Nationalists, who had adopted a markedly hostile attitude during the Premier's speech, left the House.

DEBATE ADJOURNED.

LONDON, March 8th.

The debate on the Irish question has been adjourned until to-day.

NO ADVANTAGE IN DISCUSSION.

LONDON, March 8th.

In the House of Commons, Mr. Bonar Law said he saw no advantage in resuming yesterday's Irish discussion.

NATIONALIST MANIFESTO.

LONDON, March 8th.

The Nationalists have issued a manifesto saying that they can never assent to the previous principle regarding Ulster. They accuse the Premier of a breach of faith, and declare that his speech will seriously strengthen the revolutionary movement.

The Nationalists have issued a manifesto that it is their intention to oppose the Government by all the means in their power, but that their attitude towards the war and their allegiance to the cause will be unaltered.

CUBAN SUGAR.

LONDON, March 8th.

Messrs. Himey's report on Cuban sugar estimates the crop at three million tons.

ANOTHER GERMAN PLOT.

INVASION OF INDIA THROUGH CHINA.

NEW YORK, March 8th.

Indian and German doctors have been accused of conspiring to set up a military expedition.

The Police say the prisoners have confessed that they plotted, under the direction of von Igel, formerly of Count Repington's Staff, to invade India via China.

The Indian posed as a Persian merchant, and fraudulently obtained a passport to Berlin, where he conferred with prominent officials. He later returned to New York and assisted von Igel in the preparation of literature in various Indian languages, and carried on an active campaign.

The accused received 80,000 dollars.

CHINA AND GERMANY.

THE CHINESE PREMIER.

LONDON, March 8th.

Reuter learns from an authoritative source that the Chinese Premier has withdrawn his resignation.

DARDANELLES COMMISSION.

REPORT AND FINDINGS.

LONDON, March 8th.

The Dardanelles Commission's Report has been issued.

The majority finds that Mr. Churchill initiated the attacking of the Dardanelles at a meeting of the War Council on November 24th, 1914, as the ideal method of defending Egypt and Russia. He reopened the discussion on January 2nd, when Lord Kitchener declared that troops were not available. The War Council's acceptance was unfortunate, because investigation would have revealed otherwise. Thus, on January 13th, a naval action or no action had to be decided.

The Commission expresses the opinion that Admiral Fisher and Wilson, both of whom did not express dissent to the proposed naval action alone, should have expressed their views if they thought the project, from a naval point of view, was impracticable. They did not object, however, because they regarded the operations as experimental only. The Commission thinks there was an obligation, first on Mr. Churchill, and next on Mr. Asquith and other members of the War Council, to insist on a clear expression of expert opinion on a naval action alone, because the chances of such great military and political advantages that it would be mistaken and ill-advised to sacrifice them by a hasty and purely naval attack which could not in itself secure the desired objects.

The decision, on February 16th, 1915, to mass troops in the neighbourhood of the Dardanelles marked the critical stage of the whole operation. The Commission considers that inasmuch as time was all-important, the compromise was then possible between making an immediate and vigorous effort to ensure success by joint naval and military occupation, or falling back on their original intention of desisting from a naval attack, if the experiences gained during the bombardment were unsatisfactory.

Lord Kitchener decided on February 20th that the Twenty-ninth Division, and a part of the Tientsin Division, by a decision on February 16th, were to have been sent to the East. He should not be sent then, and Colonel Fitzgerald, by Lord Kitchener's order, instructed the Director of Naval Transport, that transport for that Division and the rest of the Expeditionary Force would not be required. The decision was made without informing Mr. Churchill. The consequent delay of three weeks in the despatch of the troops gravely compromised the probability of success of the original attack by land forces, and materially increased the difficulties of the final attack.

The Commissioners consider that in view of the opinions of naval and military authorities on the spot, the decision to abandon a naval attack after the bombardment on March 18th was inevitable. They point out that there was no meeting of the War Council between March 18th and April 14th while important and operations were being undertaken. They think that before such operations were commenced, the War Council should have carefully reconsidered the whole position. They are of the opinion that the Premier ought to have summoned a meeting of the War Council for that purpose, and, if not summoned, other members of the War Council should have pressed for such a meeting. They think this was a serious omission.

The Commissioners are of opinion that Lord Kitchener did not sufficiently avail himself of the services of his General Staff, with the result that he undertook more work than it was possible for one man to do, causing confusion and want of efficiency. They are unable to concur in Admiral Fisher's view, that it was his duty, if he differed from Mr. Churchill, to maintain silence at the Council, or to resign. They think that the adoption of any such principle generally would impair the efficiency of the public service. They think that although the main object was not attained, certain political advantages were secured by the expedition, but whether those advantages were worth the loss of life and treasure involved must remain a matter of opinion.

The Report is signed by all the members of the Commission except Mr. W. F. Roch, Liberal M.P. for Pembrokehire.

THE PART PLAYED BY MR. CHURCHILL.

LONDON, March 8th.

The Report of the Dardanelles Commission contains a piquant passage. It refers to the part played by Mr. Churchill, who, in the course of his evidence, said: "In its early stages, the war was carried on by the Premier, Lord Kitchener and me. I think, in the next place, that I had not the same weight of authority or power as those two Ministers, and if they said 'This is to be done or not done,' that settled it." The Commissioners believe this description of the actual working of the machine to be substantially correct, save that Mr. Churchill probably assigned himself to a more unobtrusive part than he actually played.

EXPEDITION NOT A COMPLETE FAILURE.

LONDON, March 8th.

The Report, which only deals with the origin and inception of the Expedition, covers events to March 23rd, 1915, and says that while the objective, namely the forcing of the Straits and the reaching of Constantinople, failed, it would be an exaggeration to say that the expedition, considered as a whole, was a complete failure. It was originally undertaken to create a diversion in favour of the Russians, and in this respect it was very fairly successful. Another aspect was the importance attached to its effects in the Balkans. Although it did not secure Bulgaria's neutrality, it can scarcely be doubted that, but for the expedition, Bulgaria would have joined the Central Powers earlier, and also that a large force of Turks, which might have been employed in other theatres of war, was for a long time immobilised.

THIRTY PIECES OF SILVER.

MR. ROOSEVELT AND THE OBSTRUCTIONISTS.

NEW YORK, March 9th.

There is growing agitation against the eleven Obstructionist Senators. At a mass meeting at New York, which passed a resolution demanding a Coalition Cabinet inclusive of Mr. Root, Mr. Roosevelt collected thirty pieces of silver for presentation to Senator Stone.

ARMING MERCHANTMEN.

WASHINGTON, March 9th.

President Wilson has consulted his legal advisers regarding the power to arm merchantmen.

SILVER.

LONDON, March 9th.

The silver market is featureless and quiet.

CHINESE TELEGRAMS.

CHINA AND GERMANY.

DIPLOMATIC OPINIONS INVITED FROM PROVINCES.

[BY COURTESY OF THE "CHUNG NGOT SAN PO."]

PEKING, March 9th.

One hundred and three members of Parliament visited the Premier yesterday. The latter explained his reasons for wishing to join with the *Entente*, and declared that diplomatic affairs will be reported to Parliament when the reply of the Allied Powers arrives at Peking.

Yesterday the Government telegraphed to all the Provinces to report regarding their diplomatic policy, and yesterday the Premier and all the members of Parliament were invited to exchange diplomatic opinions to-day.

The United States Minister to Peking visited the Premier yesterday.

The Civil Governor of Chili will visit Peking to report the diplomatic opinion of that Province.

HONGKONG MEN FOR THE FRONT.

TO-NIGHT'S CONCERT.

The Bandman company have arranged a most entertaining programme for the farewell concert to be given this evening at the Theatre Royal to the Hongkong men who are proceeding to the front. It will be a special vaudeville programme, part of the entire company will take part. The first part will open with a song and chorus, "Love and War," by Mr. Alex. Kavanagh and the chorus, "My Darling Rose," and the imitable Fred Winn will "sing with much fervency." Mr. Gordon Stamford will entertain at the piano, and the other members of the company will also do their "little bit" in their own particular way. The first part will conclude with "Miss Addie Leight," assisted by all the youth and beauty of the chorus in the "Kipling walk." The second part of the programme will be of a similar nature, and a most enjoyable time may be confidently anticipated with the war favour predominant.

THE BANDMAN OPERA CO.

"THE BING BOYS."

The Bandman Opera Company opened a short season at the Theatre Royal last night, and were accorded a warm welcome from an audience that filled the house. It was a record first night, and a most promising augury for successful "business" during their stay. The reputation for excellence which the Company has established on their previous visits was more than sustained. Most of the old favourites are still included in the personnel, and they received cordial recognition. "The Bing Boys," chosen as the inaugural production, proved a very suitable piece for the purpose, affording the Company ample scope for giving of their best. Of this they took full advantage, and provided their patrons with three hours of the most delightful entertainment. The play turns upon the experiences and escapades of the Bing Boys—two "truly rural" youths, who fancy themselves "bloodes"—in London. It is a mixture of burlesque, musical comedy and *revue*, and the blend is successful and diverting to a degree. The musical numbers are melodious and haunting, and we should fancy that the duet, "If you were the only Boy in the World and I were the only Girl," has made an impression that will not soon be effaced. There is a lot of clever dancing, much smart and witty dialogue, and plenty of pretty ensemble work. The scenery and setting reached a high standard, and the costumes were appropriate and pleasing. Messrs. Fred Winn and Billy Rex filled the title role, and provided the lion's share of the humour. The former, as "Lucifer Bing," was exceedingly funny, and provided himself a comedian of unlimited resource. Miss Addie Leigh, "Emma," was particularly successful in the leading lady part. Other principals deserving mention were Miss Marjorie Manners, Mr. Compton Conna, and Mr. Leyland Hodgson. A fine orchestra accompanied. The Company suspend their programme for to-night, when they furnish the items at the farewell entertainment to the Hongkong men who are going to the front. On Monday night they stage "Mr. Manhattan," the great London success.

THE ALLIES' POSITION.

WHAT WOULD THE GERMANS DO?

[BY A NEUTRAL.]

[A neutral who has an intimate knowledge of the German General Staff and its way of thinking, makes the following suggestion of what Germany would probably do if she were now in the position of the Allies.]

What would the German General Staff do if it had to face the situation which the Allies have to face to-day? It would at first proceed to examine how many troops it could spare for the Balkan operations from the other fronts. It would then work out a plan to dispatch these troops to the Balkans in the quickest, safest, and most economical manner. At the same time it would instruct the commanders of the allied armies in Armenia, Mesopotamia, and Egypt to do all that they can in order to prevent the Turks from sending reinforcements to Europe. With this object in view, the Staff at Berlin would further utilise all the troops that it could possibly gather east of the Suez Canal, be it from India, Australia, New Zealand, or South Africa, for a landing at Alexandria, from where they would be able to threaten the communications of the Turkish armies in Asia.

Having found that it could spare, let us say, 600,000 British and 200,000 Italian troops for the Balkans, the German General Staff would work out the transport problem in the following way. Knowing that tonnage must be saved as far as possible and that even the full utilisation of the railway lines of France and Italy would make more difficult the provisioning of these countries, the Staff would naturally conclude that the Italian troops should be brought by road as close as possible to the Balkan Peninsula. In other words, they would have to march to those ports on the Adriatic from where they could be shipped over to Albania in the shortest possible way. From there the four or five Italian army corps would be able to reach the neighbourhood of Monastir about the beginning of April.

THE PLAN OF OPERATIONS.

Starting from Monastir, this new Italian army, having its communications on the new roads built during the winter to the coast towns of Albania, would be able to push on in the general direction of Ushak, and thus set free the present forces of General Sarraïl for other purposes. The 400,000 men of whom the new despatch would, in fact, be sufficient to march against Priep and, by way of Doina, etc., cover the flank of the new British army of 800,000 men, or twelve army corps, which would be available for a powerful offensive against the line of Adrianople-Lule Burgas-Enos, supported on the right flank by the allied fleet.

The concentration of this latter army at Salonika is the main problem. How would the German General Staff solve it? As each one of these twelve army corps, including all the very heavy artillery, which would have to be sent straight from England by ship, would require about 150 trains of thirty carriages each, it is evident that a specific railway line through France and Italy must be set apart for the purpose, and that, furthermore, half of the forces transported by rail to the south of Italy must be sent directly by ship to Salonika, as the Greek railway system from Patras by way of Athens and Larissa to the point of concentration cannot possibly be expected to bear more than 50 per cent. of this traffic of the French-Italian line. The natural end-stations of this line are Havre and Brindisi. But in view of the foregoing, the necessity of only dispatching half of the transported troops to Patras and sending the other half by ship to Salonika, Brindisi would only serve as an end-station for the former half while the latter might be directed to Tarent.

According to the German method, the traffic on a line as long as the proposed route leading from Havre to the two end-points of Brindisi and Tarent should be arranged as follows. Each period of twenty-four hours would be divided into six portions of four hours each. One of these portions, called the day interval, would not be filled up with trains, in order to be available for adjusting breakdowns, repairs of the line, etc., without necessitating the upsetting of the whole timetable. During each one of the other five effective portions one train would be dispatched every half-hour, with the exception of one period left empty for the adjustment or delays in the service.

Taking into consideration the needs of the districts which lie alongside the long line from Havre to Brindisi, this general schedule would probably be altered somewhat as follows. There would only be four periods for each twenty-four hours, each of six hours. The day interval would thus allow for the interpolation of one or two trains serving the needs of the localities. Owing to the longer duration of the periods two trains in each would not be filled up. Consequently the net result would be that only 30 military trains could be sent each day.

THE QUESTION OF TIME.

The transport of the twelve army corps by rail from Havre to Brindisi and Tarent would therefore in all take 64 days, assuming that the time spent on the journey, including stops for taking water and fuel and for feeding the troops with three hot meals a day, would amount to 88 hours, and that eight hours would suffice for loading and unloading. This transportation would immobilise in all 240 complete trains, or altogether 7,200 carriages, without counting the necessary reserves.

At the arrival at Brindisi and Tarent the troops would be given a rest of two or three days. The journey to Salonika by way of Patras, or directly by ship, would require three to four days, so that the whole business, including the weeks necessary for the strategic concentration along the Greek frontier, would be accomplished in three months.

The transport of the troops from Brindisi to Patras would require about 35,000 (Continued at foot of next column.)

WILL THE GERMAN FLEET COME OUT AGAIN?

"GREATEST SEA BATTLE OF ALL TIME" IMMINENT.

[BY HECTOR G. B. WATER.]

In 1917 failed to witness the greatest sea battle of all time, a battle which, like Trafalgar, will settle the question of naval predominance for generations. Among naval officers opinion is divided as to whether the German High Sea Fleet will come out in force to accept a decisive engagement, or continue to lurk behind its shore defences and mine-fields, leaving the active prosecution of the war to submarines and aircraft.

Those who favour the latter theory argue that, after experiencing the devastating effect of British gunnery at sea, the Germans will have no stomach for another encounter with the Grand Fleet, especially as they know themselves to be outnumbered in heavy ships by something like two to one. Nevertheless, there are indications that momentous naval developments are approaching.

Information to hand from trustworthy quarters tells of incessant activity at the German bases. The capital ships of the High Sea Fleet are frequently seen at sea within the "wet triangle," practising tactical evolutions and attended by a dense screen of light cruisers and destroyers, while overhead the ubiquitous Zeppelins hover, the surface for prowling periscopes. During October and November heavy and sustained gunfire audible in the western section of the Baltic denoted battle practice on an extensive scale. It will be remembered that similar activity was observed in the months that preceded the battle of Jutland.

DOUBTFUL NEWS FROM NEUTRALS.

Speculation as to the present strength of the High Sea Fleet is necessarily futile. From the beginning of the war Germany's naval ports have been hermetically sealed, and extraordinary pains are taken to hide from the world the nature and extent of the work that is in progress at those places. At the same time, a great deal of dubious information has been circulated from German sources with regard to the shipbuilding policy adopted during the war.

In particular, the Scandinavian Press has frequently asserted, on the basis of "special information" from Germany, that practically no large warships have been laid down in that country since the outbreak, and that new construction is confined to light cruisers, torpedo craft, and submarines. Similar news often appears in the American, Dutch, and Swiss papers. Such unanimity is highly suspicious, pointing as it does to a common origin, which can only be German.

It is, in fact, precisely the sort of intelligence one would expect the enemy to disseminate if he were devoting his entire resources to the production of super-Dreadnaughts. That submarines continue to be built in large numbers is known positively, but the output of such craft must be enormous indeed if it is monopolising the attention of the German shipbuilding industry.

Another suspicious item of news, which reaches us from many neutral quarters is to the effect that, although the building of great men-of-war has been practically suspended, the German yards are working at full blast on merchant vessels, large numbers of which have been laid down or launched in the last year or two. This we are told, is in preparation for the struggle for mercantile supremacy which Germany believes will follow immediately after the war. It sounds far from convincing. With almost the whole of her existing mercantile fleet lying idle in home or foreign ports, with new capital at a premium, and with the growing probability that the Allies, if successful, will indemnify themselves for their shipping losses at the expense of her mercantile marine, what incentive has Germany to divert skilled labour and precious raw material to the creation of new merchant shipping?

THE ONE CHANCE.

Even the most case-hardened German militarist now realises that his country is bound to fall in the war unless she can achieve some measure of success in the naval arena. Since the blockade has become so in fact, we do not hear so much of the former boasts from Berlin about the land conquering the sea, or the triumph of Moltke over Mahan. Unless Germany has gone stark mad, she will be bending every effort to smash at least a semblance of victory at sea. One really effective blow in this element would do more to rehabilitate her cause than a succession of victories on the battlefields of the Continent.

As the pressure of the blockade becomes more and more intolerable, and the prospect of a really decisive military success in East or West grows ever fainter, Germany is bound to turn her eyes towards the Fleet, her last remaining card. The reward of a success at sea would be prodigious: the consequence of failure would be but little to her plight. By every law of logic she is constrained to strike with her utmost power, as to be delivered can only be conjectured. But that it will be struck at no distant date is the conclusion to which one is driven after a careful study of all the evidence available. Fortunately, in the recent changes at the Admiralty the nation has a pledge that the control of our naval forces is in thoroughly capable hands, and can thus await with calm what may prove to be the final attempt of the despairing enemy to escape his inevitable doom.—*Pall Mall Gazette.*

ions of shipping, that between Tarent and Salonika about three times as much, while about 200,000 tons would suffice for the carrying of the very heavy artillery and the general reserves of ammunition from England to Salonika. Unloaded there, a greater part of the ships would be able to continue to India and Australia to bring home wheat, and other supplies.

NEW AIR PLANE RISES 2,000 FEET A MINUTE.

THE ALLIES' "GREAT SURPRISE."

Details of the latest aerial developments and the work of the Royal Flying Corps along the battle front in France were given by Flight Lieutenant Lloyd Faulkner, Royal Flying Corps, who was recently invalided after being shot down near Abele, in the Ypres salient. He told also of a new aeroplane for which great things are claimed by the Allied airmen.

"Our battleplanes," he said, "weigh two and a half tons and are driven by two Rolls-Royce motors of 250 horse-power each. They have twin propellers, and can make more than 100 miles an hour. Their motors are water-cooled. Other big planes have 300-horse power motors driving one propeller.

The smaller machines, which carry only a pilot, are much faster. The Sopwith 'pup' makes 138 miles an hour; the Nieuport 'bullet' 135 miles; the Spad 140 miles; and the new machine, whose name may not be mentioned, makes 138 miles an hour. This is the great surprise. It is only arriving at the front now. It can ascend straight up, without banking, and has reached 15,000 feet in seven and a half minutes. This makes it a formidable machine for Zeppelin work, as it can get height quickly enough to catch the dirigibles. This unnamed machine is the greatest fighting machine in the world and will guarantee that we maintain the supremacy of the air so necessary in this war."

FOUR CLASSES OF WORK.

"Once at the front, I found that our work was divided into four classes. The first is the reconnaissance, during which we sometimes flew from 100 to 150 miles back of the German trenches. This work is done by regularly organized squadrons, in which the most important machine is the one carrying the camera. The reconnaissance unit is composed of five battleplanes and ten or twelve Nieuport scouts or Sopwith 'pups', little fast machines, making close to 140 miles an hour and carrying only one pilot and machine-gun. These little machines are the destroyers or guards for the big battleplanes. The big machines each carry at least two men and two guns."

"When in flying and working formation, the reconnaissance squadron is arranged in this way. The camera battle plane flies at about 5,500 feet with a fighting battleplane on either side, flying at about 6,000. To the rear, directly behind each of the fighting battleplanes, are two more battleplanes, flying at 7,000 feet. These five machines fly 100 to 100 miles an hour. The little destroyers with their faster speed fly all about them, always ready to attack an enemy squadron."

"If the little fellows happen to be off on a bit of their own and the battle plane squadron sees enemy machines, the pilots fire their alarm pistols and call the destroyers, who drive off the enemy, unless he is in much superior force and then there is a fight."

"Flying at six or seven thousand feet, the observation machines are always being 'arched,' which means they are being shot at by every sort of gun, even those firing 5 pound shells. Hits by anti-aircraft guns are one of the natural risks and we used to bank back and forth, or zig-zag through the air, so as to throw the gunners off. This does not always work, as I found out when a shell carried away one of my ailerons, and I landed in a smash that sent me to the Royal Flying Corps Hospital."

"While doing this reconnaissance work it is always necessary to look out for Fokker. You'll see five or six black spots up twenty to twenty-five thousand feet and when they get over you they'll suddenly nose-dive and drop. These Fokkers drive by at a tremendous speed, firing as they go, and then they scuttle for safety."

NO FIGHT ON EQUAL TERMS.

"The only times the Germans fight us in the air is when they have forty to fifty aeroplanes to our twenty or thirty. They will stand by for a time, but never for long."

"The second important use for aeroplanes is artillery observation work. Before going up the pilot arranges his signals with his battery. He uses wireless, what we call a clock Morse code, and as soon as he finds his objective usually a German battery, he lets his gunners know where to fire. In connection with this, I learned that it takes a 15-inch howitzer shell weighing 250 lb. a ton, forty-five seconds to travel 22,000 yards. I give the directions and signals, and forty-five seconds later the shell would land. If it destroyed the German battery or other object, we'd move on to another place that needed attention, from the howitzers."

"Observation pilots also watch every movement behind the enemy's lines. It has been arranged that if they see a large or important movement, such as the march of an army division or a large section of transport, they can give a certain signal which will call for help from every gun in that section. Where we were this meant that at least 500 great guns would be slamming away in no time. Three hours is the flight time for an observer—it is nerve-wrecking work and few can stand it longer. The machine is always being fired at."

"A third use to which we put our machines is night flying, which is mostly bomb work. The Germans, for some reason or other, do not fly at night. Our bombers travel in squadrons of 50 to 100. They start out in the dead of night and fly very low, not more than 300 feet up. It is practically impossible to hit them, and there are few casualties among our men. This night bombing was forced on us by the fact that the Germans move their troops and stores at night. We usually tried to destroy some railroad junction, or station, or a depot where ammunition was stored. Zeppelin sheds were also sought after. The Royal Flying

Corps has done very efficient work in these night raids—engines have been blown off the tracks, trains wrecked and much other devastation accomplished.

PATROLING.

"The last important work done at the front is the patrolling. This is done by two machines racing together and flying at five to six thousand feet. High above them, soaring and watching, at about 20,000 feet, are some of the little fast fighting machines. These we know as 'scouts' and it is their object to drop on to any German machine that tries to cross over our lines. This patrol work, like all the other regular flying, is done without regard to weather. Pilots have gone up in a seventy-mile wind in snow, sleet, and rain. Nothing stops the pilot at the front except death or the smash of his machine."

"Phosphorous bomb raids are very popular methods with us for getting rid of the sausage balloons the Germans use for observation. The phosphorous bomb is the best thing that can be used to 'strafe' these balloons. We used to wait for dark days for this work. Then we'd swoop down on the sausages, which were usually tied at between 5,000 and 6,000 feet. As we'd drive over them we'd pull the lever and let a shower of bombs drop. If it was big the 'sausage' would burst into flame and then you'd see a lot of the old Hun's drag out of its observation car in their parachute. The 'sausage' men hats and fear air sacs, and if they hear them coming in time, their train pulls them down. Five or six or even more of the 'sausages' are often attached to the one train and can be pulled down together. We used to catch them pretty often. It was good 'strafing.'"

"During the first three months of the battle of the Somme we got rid of the 'sausage' as fast as they were sent up, and we generally had it our own way in the air. The only Germans who ever fought us were the large squadrons, and then only when they had us outnumbered."

AIRMEN LED SOMME ATTACK.

There at the Somme our aeroplanes were used for the first time in conjunction with the artillery and infantry attacks. After thirty hours of incessant gunfire, which badly battered the German trenches, the signal was given and squadrons of fifty to 100 aeroplanes flew over our lines to the German trenches. They flew at 100 to 300 feet, and each one used its machine guns and dropped bombs. Following the devastation of the guns this raid had a damaging effect on the German morale, and made it possible to recover the territory we got back during the early days of the battle."

"Following the aeroplanes came the infantry. These had their bayonets and bombs and completed the work. In some places we broke through to beyond the German third line. While this aeroinfantry attack was going on the guns were maintaining their curtain fire in order to prevent the Germans from bringing up reinforcements."

THE WISHING CAP.

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But as you and I and all the world know, money alone cannot bring complete happiness. Doubtless we would be in agreement if we said that at least it would be helpful to that end. We are told by the ages, and experience proves it, that health is the biggest and best asset in life. All the more reason, then, why it should be jealously guarded. We should all, therefore, grasp health with both hands, as it is above and beyond riches. For the every-day ailments which affect us all at one time or another there is nothing that will aid you better than Mother Seigel's Syrup. This great stomach and liver tonic can and does help you to retain and regain health. Nature's general rule is not unkind to us providing we take note of the warnings she gives. The daily headache, if not arrested, will surely lead to worse trouble; perhaps biliousness may follow, which is a sure indication that all is not right with your digestive organs. The proper thing, therefore, is to act at once and do so thousands have done—take a course of Mother Seigel's Syrup and thereafter keep it in your home as your family remedy.

"I think you will be interested to learn what Mother Seigel's Syrup has done for me. I don't think that anyone could possibly have suffered more keenly from the pains of indigestion than I have during a long period of my life. Right from a young woman I had been a victim to this complaint until twelve years ago, when through Mother Seigel's Syrup I was completely banished it. As I am now nearing 70 years of age you will see that I was in its grip for nearly 40 years. Three bottles of your remedy made me a new woman, when I had got into a very low state through not only being unable to take food, but also through fear of the consequences of pains that would follow if I did. To-day my health and appetite are both excellent."—Mrs. A. Stripp, 21, Well Cottage, Longridge, Stroud, Gloucester, July 12th, 1916.

FORTHCOMING EVENTS.

TODAY.
11.30 a.m.—Hongkong Rope Manufacturing Co., Ltd., Meeting of Shareholders.
12.30 p.m.—Hongkong and South China Steam Navigation Co., Ltd., General Meeting at the Office of the Liquidators New Government Building.

Monday, 12th March.
9.15 p.m.—New Bazaar Open Co., at the Theatre Royal—"Mr. Manlinton."
Friday, 16th March.
9 p.m.—Institution of Engineers and Shipbuilders, Annual Meeting in the Institution Rooms.

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TAMON MARU, Japanese str., 1298, Y.
Hatsuyama, 8th March—Bangkok
25th February, Rice—Order.

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Kobe and Moji ... "CHOWSANG" Tuesday, 13th Mar. 11 a.m.
Haiphong ... "CHOWSANG" Tuesday, 13th Mar. 11 a.m.
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Admiral F. ...	London
Admiral G. ...	London
Admiral H. ...	London
Admiral I. ...	London
Admiral J. ...	London
Admiral K. ...	London
Admiral L. ...	London
Admiral M. ...	London
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Admiral P. ...	London
Admiral Q. ...	London
Admiral R. ...	London
Admiral S. ...	London
Admiral T. ...	London
Admiral U. ...	London
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Admiral G. ...	Shanghai
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Admiral I. ...	Shanghai
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Admiral L. ...	Shanghai
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Admiral V. ...	Shanghai
Admiral W. ...	Shanghai
Admiral X. ...	Shanghai
Admiral Y. ...	Shanghai
Admiral Z. ...	Shanghai

CHURCH SERVICES.

St. John's Cathedral, Hongkong.
3rd Sunday in Lent, 11th March, 1917.
Holy Communion (7.50 a.m.) Psalm, 51.
Hymns, 30, 317, 261, and 551; Service, Mar-
tineau, 11 a.m. Responses, Psalms, 51, 134,
Venite, Elvay; Psalms, 134, 135, 136, 137,
138, 139, 140, 141, 142, 143, 144, 145, 146,
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St. Andrew's Church, Kowloon, 11th
March, 1917. 3rd Sunday in Lent. Holy
Communion at 8. Morning Prayer at 11.
Hymns, 537, Responses, Psalms, 51, 134,
Venite, Elvay; Psalms, 134, 135, 136, 137,
138, 139, 140, 141, 142, 143, 144, 145, 146,
147, 148, 149, 150, 151, 152, 153, 154, 155,
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INDIAN AFRICAN LINE.

Cargo carried on through Bill of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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Managing Agents.

"ELLERMAN" LINE.

(NIPPON & EUROPEAN STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO HAIL

HOIHOW, PAKHOI and HAIPHONG "KAITONG"	On 10th Mar., 10 A.M.
SHANGHAI "YINGHONG"	On 11th Mar., 10 A.M.
SWATOW and BANGKOK "CHENGTO"	On 11th Mar., 10 A.M.
TIENHSIN "HUICHOW"	On 11th Mar., 3 P.M.
SHANGHAI "CHENAN"	On 13th Mar., 4 P.M.
MANILA, CEBU & ILOILO "TAMING"	On 14th Mar., 4 P.M.
SHANGHAI "SINGYANG"	On 15th Mar., 4 P.M.
MANILA, CEBU and ILOILO "TEAN"	On 15th Mar., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN". Excellent Saloon accommodation, Amplest Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN".
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For Freight or Passage apply to—

Telephone 86.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG" ... 1 Capt. J. W. Evans ... TUESDAY, 12th Mar., at 11 A.M.
"HAIHAN" ... 1 Capt. A. E. Hodgins ... FRIDAY, 16th Mar., at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Kato Pier).

For Freight and Passage apply to—

DOUGLAS HARRIS & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage apply to—

DAVID SASSOON & CO., LTD.
Agents.

P. & O. S. N. CO.**ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamer	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
to Colombo	10th Mar.	Str. from Colombo	15th Mar.	19th Mar.

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment)

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Proposed Sailings:

Steamers	Leave Hong Kong	Leave Suez	Due at Marseilles	Due at London
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSNOLD & DEVEREAUX, at 10 A.M. on MONDAY'S and THURSDAY'S. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, Dates of Sailing, etc., apply to—

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA**THE JAPAN MAIL STEAMSHIP CO.**

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

VICTORIA B.C. and SEATTLE (SHIDZUOKA MARU) WEDNESDAY, 8th Mar., at Noon.
via SHANGHAI, MOJI, KOBE.

NAGOYA and YOKOHAMA.

SYDNEY and MELBOURNE via MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE & BRISBANE.

CALCUTTA via SINGAPORE, PENANG and BANGKOK.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

MOJI and KOBE ... TOTOMI MARU (MONDAY, 12th Mar.)

NAGASAKI, KOBE and YOKOHAMA ... NIKKO MARU (FRIDAY, 16th Mar., at 10 A.M.)

SHANGHAI, KOBE and YOKOHAMA ... TOYO MARU (SATURDAY, 24th Mar.)

SHANGHAI, KOBE and YOKOHAMA ... FUSHIMI MARU (THURSDAY, 15th Mar., at 11 A.M.)

SHANGHAI, KOBE and YOKOHAMA ... HIRANO MARU (FRIDAY, 23rd Mar., at 11 A.M.)

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY)

NEW YORK via MANILA, SAN FRANCISCO, PANAMA and OULON.

For Further Information, apply to—

NIPPON YUSEN KAISHA,
Agents.

Telephone Nos. 232 and 233.

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

VIA SHANGHAI, MANILA, THE INLAND SEA.

JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
NIPPON MARU	11,000 — 15 knots	SATUR., 24th Mar.
SEINYO MARU	22,000 — 21 knots	MON., 2nd April
PERSEA MARU	4,000 — 14 knots	MON., 16th April
KORRA MARU	18,000 — 18 knots	SATUR., 28th April
SIBERIA MARU	18,000 — 18 knots	SATUR., 12th May
TENYO MARU	23,000 — 21 knots	WED., 23rd May

FIRST CLASS TO LONDON G\$345 (£71.10.0) RETURN G\$609 (£122).
" " " SAN FRANCISCO G\$2.50 " " G\$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, BALBOA, CRUZ, BALBOA, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

For Full Particulars as to Passages and Freight, apply to—

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MESSAGERIES MARITIMES**FRENCH MAIL LINES.**

SERVICE TO AND FROM JAPAN VIA SHANGHAI.

SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

For SHANGHAI, KOBE AND YOKOHAMA ... STEAMERS ... To SAIL

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to—

Telephone 740.

P. THOMAS, Agent, Queen's Building.

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"BURMA MARU" ... THURSDAY, 15th Mar., at 3 P.M.
"MEXICO MARU" ... SATURDAY, 31st Mar., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading to U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Manilla, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manilla, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takie, via Swatow and Amoy.

"KALJO MARU" ... SUNDAY, 11th Mar., at Noon.
"SORBU MARU" ... THURSDAY, 16th Mar., at 8 A.M.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 75 will be fixed.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI, Manager, 100, 1, Queen's Building.

Tel. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

All Steamers fitted with wireless telegraphy.

The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are on board.

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